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An attractive Black Hat or Gown is a necessity to the well-dressed woman. While we specialize in Mourning Goods, we also show Black Hats and Gowns for all other occasions.

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No Underwear is "B. V. D." without this Red Woven Label

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BVD
BEST RETAIL TRADE

It is your Guarantee of Value and Satisfaction

TRUE economy reckons the service rendered. The long service that "B. V. D." Underwear gives makes it the economical underwear.

"B. V. D." Two Piece garments for Men.
"B. V. D." Sleeveless closed-crotch Union Suits (For U. S. A.) for Men and Youth.

The B. V. D. Company, N. Y.

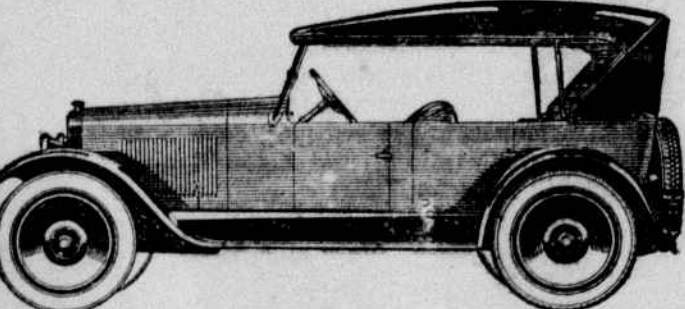
Poslam
surely does
heal eczema

A very little Poslam spread over the irritated skin usually stops the itching and burning right away. With the irritation gone, the skin at rest, the healing medication in Poslam is often able to check the inflammation and clear away eczema, rashes, or similar skin troubles in a few days.

Poslam is so convenient that a little goes a long way.

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Chalmers superiorities today are definite and outstanding.
No matter how many cars you have driven, or what kind, you will agree after an hour's ride. You will sense these superiorities for your self. In the easy throttling down, the smooth, quick pickup, the silence which cloaks the splendid power.

But these are not all. All the way through, Chalmers is unmatched value in today's market.

Get the truth about the Chalmers. Owners can tell you how little it costs them, for daily operation and for monthly repairs.

Telephone any Chalmers owner. Telephone us now that you want to know how good the Chalmers is.

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OPEN EVENINGS

CHALMERS

HOLD BACK THE ZR-2 FOR COMPLETE TESTS

British Builders Won't Let Airship Start Until Fully Proven.

MAY TAKE SIX WEEKS

Prefer Chance in Bad Weather to Flight When Unprepared.

AMERICANS READY TO GO

But Makers Think Voyage Unsafe Until Craft Is Strengthened.

Special Cable to THE NEW YORK HERALD, Copyright, 1921, by THE NEW YORK HERALD.

While the ZR-2 is being groomed for another test flight, to take place as soon as the weather is favorable, there is little expectation among experts that she will be able to start for the United States by the end of this month, as had been hoped by American officials. She has flown only thirty hours and never has been put to anything like a real test, and the British builders and experts do not want to turn her over until she is up to all the requirements claimed for her.

The British do not think the coming test will be sufficient to meet their expectations in every detail. They want to fly the airship for a hundred hours to prove her airworthiness before handing her to the Americans, who will then need two weeks as a minimum, and very likely more, to get acquainted fully with the craft.

Must Be Fully Proved. Commander L. H. Maxfield, U. S. N., wants to get away as soon after August 23 as the weather permits, but the builders think it will be nearer September 23 before everything is ready. They say they would rather take a chance in the worse weather conditions which can be expected than fly in better weather in a ship which has not fully proved herself.

So far the ZR-2 has had only three test flights. In the first the control wires loosened quickly under half power and the flight was out short for repairs. The second time it was discovered that the new design of balanced elevators and rudders had been overbuilt, and it became necessary to cut these down. In the third flight the balanced surfaces were found still to be too large and at a speed of fifty knots, which is ten less than the contract calls for, the ribs weakened and some gave way under the strain, necessitating extensive repairs. These have been made at Howden, with the members of the American crew watching. Now the repairs have been completed, but a thorough test is more important than ever.

Never Under Full Power. The airship has never been driven under full power. On the last flight only four motors out of six were running when the faults were discovered, so the British designers do not consider these preliminary tests as a fair proof of what the ship can do. She has satisfied them regarding her speed, and they are confident that she will do better than sixty knots under full power. But because of the new features which have been embodied they are not sure yet that she is at the best of her structural efficiency, and they are loath to let her go until they are certain.

The ZR-2 means much to her British designers, because they put everything they had into her, and they trust that she will prove to the world—especially to her own Government departments, who hold the fate of airship service in their hands—that the airship is really a success. She is their pet child, and they do not want misfortune to befall her when she is given into alien hands. While the Americans are in a hurry to get her home the British do not want to take any chances, so a further delay is likely.

ZR-2 TO GET GOOD STORM PROTECTION

Radio in 3 Nations Will Keep in Touch With Craft.

Science will be called up to do its utmost to protect the dirigible ZR-2, latest addition to America's navy, on her coming flight from England to the United States, according to a report sent out last night by the Associated Press.

While no string of destroyers will be flung across the Atlantic ready for possible rescue work as was done when the three American naval seaplanes hopped off for the Old World in 1919, four battleships, a cruiser and a special weather bureau vessel will be pressed into service to compile meteorological data and furnish forecasts which will guide the giant gas bag in dodging storms.

There will be a far-flung system for scanning the skies in operation when the ZR-2 puts out from Howden, England, on her 3,500 mile non-stop flight to Lakehurst, N. J. Along her proposed path, from a point 300 miles off the Irish coast to another 100 miles from Jersey sands, will be stationed the six vessels with a special staff of forecasters.

Each hour the radio will bring reports of wind, barometer and temperature from as far south as San Juan, Porto Rico, to as far north as Newfoundland.

The ZR-2 carries the very latest radio equipment. It will be used not only to receive weather reports, but to transmit daily reports of her progress.

Abroad, the English Government station at Howden and the French stations at Lyons and on the Eiffel Tower expect to be in touch with the dirigible during her entire flight. On this side Sayville, Arlington, Ottercliff, Annapolis, New York Navy Yard and several large commercial stations will receive her flashes.

Among warships assigned to the flight is the battleship Ohio, which controlled the movements of the airship during the recent bombing test off the Virginia Capes. The other ships will be the battleships Utah, Arkansas and Wyoming and the cruiser Brazos.

Application was made to Supreme Court Justice Cropsey in Brooklyn yesterday by the Oceanic Electric Railroad Company for an injunction restraining George Cornell from running buses from Rockaway Park to Far Rockaway in alleged violation of law.

The only authority for the operation of the buses, said counsel for the railroad, is a bus certificate issued by Mayor Whelan as Commissioner of Plant and Structures. Counsel said Cornell had neither a certificate of public necessity nor a franchise.

WOMEN FIGHT SNAKES.
Aged Pair Victor Over Two Big Rattles.

Special Despatch to THE NEW YORK HERALD, Copyright, 1921, by THE NEW YORK HERALD.

While picking berries on Canaan Mountain yesterday Mrs. Alfred Pedrize, 60, and Mrs. Paul Tournier, 70, both of East Canaan, came upon two large rattlesnakes coiled for action. Mrs. Tournier picked up a stick and killed both reptiles. The women tied the snakes together and dragged them to East Canaan. One snake was fifty-five inches long and had eight rattles. The other was forty-five inches long and had two rattles.

WOMEN ONLY FOR INQUEST.
Death of School Teacher to Be Investigated.

ATLANTIC CITY, Aug. 10.—A jury composed wholly of women, some of them prominent socially, has been empaneled by Coroner Arnold de Brice for the inquest into the death of Miss Evelyn Bingham, school teacher-waitress killed in the collapse of a section of the kitchen roof at the Marlborough-Blenheim Hotel here yesterday.

Another waitress who was injured, Miss Gertrude McCarthy, was reported improved to-day. It was believed at first that she had been fatally injured. The three others injured are recovering rapidly.

3 KILLED, 4 SHOT IN HOLDUP CHASE

Bandits Slay Policeman and Civilian and Wound Another.

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Memphis, Tenn., Aug. 10.—Four bandits drove to the doors of the Ford Motor Company plant to-day, shot and killed two guards and wounded a third in an attempt to seize a payroll of \$8,000 which was being carried to the plant.

Warnings were sent out that put the police and sheriff's deputies of Tennessee—on the trail, and so many pursuers were at work that at Collerville, eighteen miles east of this city, a citizen posse mistook a police car for that in which the bandits were fleeing, and pumped it full of bullets. The shots killed Vincent Lucarini, a police lieutenant, probably fatally wounded Edward L. Hoekinger, a civilian and hit two others.

The holdup occurred at the entrance to the assembling plant of the Ford Motor Company on Union avenue, in a busy industrial section, shortly before noon. Howard L. Gamble, an employee of the company, deputized as a special officer, and Policeman Carraway, a patrolman, were guarding Edward McHenry, the clerk in charge of the money, when four masked men drove alongside his car and demanded the money. McHenry stumbled as he jumped from the car, and escaped a volley of shots, while Gamble and Carraway were struck by bullets and mortally wounded.

Rescuing his feet, McHenry darted into an entrance of the plant and reached the company's offices in safety, with the money intact. W. E. Harris, another policeman, was wounded, but not seriously. As McHenry passed into the company's plant, the bandits jumped into their automobile and escaped.

Officers and citizens in the surrounding territory were warned to be on the watch for a Cadillac car. Going east on Poplar boulevard the bandits were forced to swerve to a country road when a freight train blocked their flight. Lieut. Lucarini and three officers in a police Cadillac car followed in their trail, but did not turn off. Sheriff's deputies and citizens' posse lined the road at Collerville, a small town, and when the police car drove into sight mistook it for that of the bandits and started firing. Lieut. Lucarini then was fatally wounded, a high powered rifle bullet penetrating his brain when his chauffeur failed to hear the command to stop.

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MYSTERY IN DEATH OF SLAYER OF GIRL

His Body Found Bullet Riddled in Same House Where He Committed Murder.

ABERDEEN PARK, Aug. 10.—The body of Arica Pione was found this morning in the same house where he a week ago murdered a young Italian girl because she would not marry him. Officials investigating the case said to-night they were convinced that friends or relatives of the girl lured Pione to the house this morning in order that they might kill him.

Pione, the police said, was seen on the street near the house about twenty minutes before his body was found. Four bullets were in his chest when his body was discovered. He was lying on his floor and under his body was a small

bore automatic pistol, four chambers of which had been emptied.

The first thought of the police was that Pione had been drawn back by remorse and had ended his own life, but they changed their opinion after an examination of the wound. It is pointed out that, as there are no powder marks on the skin, the man could not have shot himself. Also they said it would have been impossible for a man to shoot himself four times in the manner that Pione was shot. It is admitted, however, that the type of pistol used does not require a strong pressure on the trigger for each explosion.

The murder of Miss Cammella Maccanico, who was to have been married to another man four days later, stirred the Italian colony deeply. She had come from Italy only a short time before and was considered beautiful. The police said to-night that Pione had paid her way.

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